Tehachapi Renewable Transmission Project
Final Supplemental Environmental Impact Report/ Environmental Impact Statement

California SCH #2007081156

PROJECT UPDATE

Following publication of the Draft Supplemental Environmental Impact Report/Environmental Impact Statement (SEIR/SEIS) (April 2013), and as part of a separate proceeding for the Tehachapi Renewable Transmission Project (TRTP) (Proceeding Number A0706031), on July 11, 2013 the CPUC granted the City of Chino Hills' Petition for Modification of Decision 09-12-044 (filed October 28, 2011) (Decision 13-07-018), which includes undergrounding of the 500-kV transmission line in the existing right-of-way (ROW) along an approximately 3.5-mile portion of the Project alignment through Chino Hills in lieu of the previously approved overhead transmission line. SCE will now be required to place the subject portion of the TRTP transmission line underground using a single-circuit, two cables per phase design (known as Option UG5) using cross-linked polyethylene (XLPE) cable. This will also include the construction of a ductbank system and structures for a third cable in the future, if necessary. The underground portion of the transmission line will run in a southwest to northeast direction, with the southwest end terminating in a transition station to be located just west of the end of Eucalyptus Avenue and the northeast end terminating in a transition station to be located adjacent to State Route (SR) 71 (Chino Valley Freeway). As such, the number of spans through Chino Hills where marker balls would be installed under the Modified Project, as described in SEIR/SEIS Section 2.3.1 (Installation of Marker Balls on Transmission Line Spans) would be reduced.

The western transition station for undergrounding is expected to be located in the vicinity of Structures M59-T3 and M60-T1 (see SEIR/SEIS, Figure 2.1-1e) such that marker balls would continue to be recommended along three (3) spans within Chino Hills (M59-T1 to M59-T2, M59-T2 to M59-T3, and M59-T3 to the western transition station). Approximately 37 marker balls are proposed along these three spans (see Table 2.3-1, Segment-Phase 8-1). Therefore, the proposed number of marker balls within Chino Hills under the Modified Project would be reduced from 78 to 37, a reduction of 41 marker balls. No aviation lighting is proposed within Chino Hills (Figure 2.1-1e).

The Draft SEIR/SEIS analyzes the impacts of the Modified Project, which include the installation of marker balls on certain transmission line spans, installation of aviation lights on certain transmission structures, and engineering refinements to reduce the height of transmission structures near Chino Airport thereby implementing the recommendations of the Federal Aviation Administration (FAA). The Final SEIR/SEIS analysis provided herein continues to analyze the Modified Project, as proposed by Southern California Edison (SCE) based on the originally approved overhead design, including the addition of marker balls on eight (8) spans through Chino Hills. As noted above, placement of the transmission line underground through a 3.5-mile portion of Chino Hills would remove the need to add marker balls and therefore no impacts related to the Modified Project would occur in this short segment of the overall TRTP alignment.

The environmental effects of undergrounding the TRTP through Chino Hills were analyzed in an addendum to the TRTP Final EIR, available on the Project website at:

ftp://ftp.cpuc.ca.gov/gopher-data/environ/tehachapi_renewables/EnvironmentalReview_ALL.pdf.